

OPERATED EQUIPMENT RENTALS

18201 Napa Street • Northridge, California 91325-3374
Tel: (818) 349-5861 • (800) 715-5755 • Fax: (818) 701-9326 • www.nwexc.com

March 13, 2014

On Road Diesel Regulation Staff
1001 "I" Street P.O. Box 2815
Sacramento, CA 95814

Dear Staff,

I am the head mechanic for Northwest Excavating, Inc. a family owned construction business in Southern California employing families and supporting local businesses for more than 50 years. We are subject to the On Road and Off Road Diesel Regulation, two regulations targeting one industry.

I'm writing today sharing my concerns for the proposed changes to the On Road Diesel Regulation. The list below describes the issues in Appendix A. Even though this regulation affects the trucking industry as a whole, I concentrated on the single owner and the construction (Work Truck) part of the appendix. Please review my concerns below by section and page number:

Section (d)(40)(B) Definitions (Page A-11)

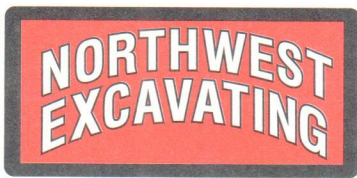
Concern: The 5,000 mile low-use expiring on January 1, 2020 should be changed.

Suggestion: I highly recommend the staff raise the low-use limit to 7,500 miles annually and remove the January 1, 2020 expiration "sunset". The small increase in miles will save our company close to \$750,000.00 in retrofits and replacement vehicles. The difference of 2,500 miles a year and the low number of vehicles that will actually use this exemption will not change the emission levels that much. It will make a significant difference in our company's decision to downsize or continue employing Californian's for years to come.

Section (h)(1)(A) Small Fleet Compliance Option (Page A-19)

Concern: The one vehicle owner must meet PM BACT by January 1, 2014. This is the same as the old regulation. The one truck owner didn't receive any relief like the CARB Board suggested. Some owners used the "Good Faith Effort" option and will not be able to meet the July 1, 2014 deadline due to the manufacture's not having the proper inventory and the vehicle owners not having the clarification of the final regulation.

Suggestion: I recommend moving the date to January 1, 2016 to help the single truck owner as per the CARB Board's suggestion at last year's meeting.



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Section (p)(2) Exemptions, Delays and Extensions (Page A-38)

Concern: The 20,000 miles per year for a Low-Mileage Work Truck should be increased.

Suggestion: CIAQ presented a three tier option. Change the three tier to a two part option. 0 to 7,500 annual miles exempt with no expiration. 7,501 to 30,000 annual miles expires in 2020. Most work trucks accumulating 30,000 miles annually will be replaced by 2020 allowing the owner to recover their investment of the vehicle.

Section (p)(2)(C) Exemptions, Delays and Extensions (Page A-39)

Concern: The one vehicle owner of a Low-Mileage Construction Truck or now defined as a "Work Truck" did not receive any relief like the CARB Board suggested. They still have to meet the PM BACT by January 1, 2016, which has the same implication as per the old CT regulation. The old regulation required the single CT truck owner to install a DPF at the end of the CT extension which was 2016. Now that "Work Truck" extension deadline is 2018.

Suggestion: I recommend changing the date to January 1, 2018 to be consistent with the new regulation.

Section (p)(2)(E) Exemptions, Delays and Extensions (Page A-39)

Concern: Starting January 1, 2020 the "Work Truck" owner will need to update their vehicles with a 2010 MY engine or replace the vehicle.

Suggestion: I recommend the staff extend this to 2023 like most other extensions. When the owner installs a DPF by 2018 per table 9 they will only be able to use that filter for 2 years. That owner will never be able recover the cost of their DPF investment.

In addition to the above concerns, the On Road CARB calculator needs to be updated as soon as possible to match the proposed changes. This tool helps us to keep our fleet compliant.

Thank you for the opportunity to submit my concerns and suggestions.

Ron Nuss